

**REMARKS**

Claims 1-10 are pending. By this Amendment, the title and claims 1 and 10 are amended. The claims have been amended to more clearly recite Applicants' invention.

Applicants appreciate the Examiner's indication that the proposed drawing corrections are acceptable. Applicants will thus file appropriate formal drawings upon receipt of a Notice of Allowance.

Claims 1-5 and 7-10 were rejected under 35 U.S.C. §103(a) over Jones et al. (Jones), U.S. Patent No. 5,850,803. The rejection is respectfully traversed.

Jones fails to disclose a combination of a car bumper and a light unit for a car, the car bumper covering a portion of a waistline of a vehicle body and comprising an outside skin formed by a wall of plastics material, the light unit having as component elements both a housing suitable for containing at least one light source and a glass enabling light emitted by said light source to be diffused, wherein the outside skin of the car bumper includes an arrangement forming at least a portion of at least one of the component elements of the light unit, as recited in claim 1 and as similarly recited in claim 10.

Applicants claimed invention is advantageous in reducing the volume occupied by the rigid portions of the light unit so that any deformation of the car bumper surrounding the light unit can take place without the rigid portions of the light unit being harmed (specification, page 2, lines 18-24). In previous car light units, the light units were situated between a wing, a bumper, and the hood or tailgate. The light units were not integrated into any pieces of bodywork. Also, with previous light units, it is difficult to position the pieces of bodywork towards each other because of deformations due to thermal dilation and mechanical constraints. Thus, the light units affixed to the car do not follow bodywork deformation and gaps appear between the pieces of bodywork and the light units. Applicants overcome this

deficiency by providing light units that accommodate for the deformations of the pieces of bodywork that surround them with the invention as recited in claims 1 and 10.

Jones fails to disclose or suggest Applicants' claimed invention because Jones fails to disclose or suggest a car bumper and a light unit for a car. Jones also fails to disclose or suggest the problems presented and solved by Applicants' claimed invention. In particular, Jones discloses a personal watercraft having daytime running headlights which are positioned above the deck line and forward of the handlebar so that light illuminating from the daytime running headlight is easily visible to other boaters even in relatively choppy water (col. 1, lines 37-41 and col. 3, lines 13-17). In order to protect the headlights 28, 30 from the effects of the water, the headlights 28, 30 are located behind a sealed transparent lens cover 34, wherein the transparent lens cover 34 covers the headlight compartment 36 and is molded into the deck shell 14 of the watercraft 10 (col. 3, lines 18-28).

Applicants first assert that one skilled in the car art would not look at watercrafts in order to form a light unit for a car. Applicants' invention is directed to a bumper for a car. One skilled in the art that manufacture pieces of bodywork for a car only work on terrestrial vehicles. Conversely, Jones only relates to a personal watercraft, i.e., a nautical vehicle.

Applicants further assert that the arrangement of Jones' headlights 28, 30 on the watercraft 10 fails to disclose Applicants' claims 1 and 10 because Jones' watercraft 10 is a small vehicle provided with a bodywork that is in one piece. In order to position a light unit on Jones' watercraft 10, it is logical to find the housing of the light unit integrated into the middle of the single piece of bodywork. However, one skilled in the art cannot link this positioning of the housing with the problems presented by a light unit that is loose between several pieces of bodywork.

Furthermore, Jones' headlights 28, 30, if placed in a car, would be integrated into the hood of a car and not the car bumper as recited in Applicants' claims 1 and 10. There is thus no disclosure, suggestion or motivation in Jones to place headlights 28, 30 in a car bumper.

Finally, Applicants' car bumper undergoes various stresses caused by crashes. In Jones, the headlights 28, 30 are located behind the deck line 32 which undergoes similar stresses. It is neither disclosed nor suggested in Jones to integrate the headlights 28, 30 into the deck line 32 nor is there any motivation to integrate a light unit into a bumper. Accordingly, Jones fails to provide headlights 28, 30 which would absorb the impact of a crash or to integrate a light unit into a car bumper which undergoes various deformations and constraints. In fact, Jones teaches away from integrating a light unit into a car bumper or headlights 28, 30 into a deck line 32 because Jones attempts to provide headlights that are easily visible to other boaters.

In view of the foregoing, Applicants assert that Jones fails to disclose Applicants' car bumper and light unit for a car as recited in Applicants' claims 1 and 10. In addition, claims 2-5 and 7-9 recite additional features of the invention and are also believed to be allowable at least for the reasons discussed above with respect to claim 1 and for the additional features recited therein. It is respectfully requested that the rejection be withdrawn.

Claim 6 was rejected under 35 U.S.C. §103(a) over Jones in view of Bals et al. (Bals), U.S. Patent No. 4,750,093. The rejection is respectfully traversed.

Applicants assert that Bals fails to overcome the deficiencies of Jones as applied to claim 1. In addition, claim 6 recites additional features of the invention and is also believed to be allowable at least for the reasons discussed above with respect to claim 1 and for the additional features recited therein. It is respectfully requested that the rejection be withdrawn.

In view of the foregoing, it is respectfully submitted that this application is in condition for allowance. Favorable reconsideration and prompt allowance of claims 1-10 are earnestly solicited.

Should the Examiner believe that anything further would be desirable in order to place this application in even better condition for allowance, the Examiner is invited to contact the undersigned at the telephone number set forth below.

Respectfully submitted,



William P. Berridge  
Registration No. 30,024

Scott M. Schulte  
Registration No. 44,325

WPB:SMS/sxb

Date: August 6, 2003

**OLIFF & BERRIDGE, PLC**  
**P.O. Box 19928**  
**Alexandria, Virginia 22320**  
**Telephone: (703) 836-6400**

<p>DEPOSIT ACCOUNT USE AUTHORIZATION Please grant any extension necessary for entry; Charge any fee due to our Deposit Account No. 15-0461</p>
--